

Series I
Correspondence,
1932-1973

Box 1, Folder 4

July 5, 1939 -
October 30, 1939

Frame: 0083

San Francisco, California,
5 July, 1939.

Dear Sam:

One of my young officers who has been performing the duties of First Lieutenant, but who has also been with the guns somewhat, is being detached today, and is reporting, within a short time, to the SAN FRANCISCO for duty. I have asked him if he knew what duties he was to get, and he has advised me that it looks as though he would be a radio officer.

I do not believe that he is impressed with this duty, as he has his heart set, as you did long ago, on gunnery, and in particular, on being a turret officer. I know that whatever duty you assign him to, he will accomplish thoroughly, conscientiously, and with a smile.

But what I am writing to you about is to ask you to assign him to the gunnery division in lieu of radio, if possible. His work as First Lieutenant here has been of high order, for such a young officer, and these results have earned him commendations at Annual Military Inspection, as well as to have given the CLARK the reputation of being the cleanest Destroyer in Destroyers, Battle Force, this remark having been made after the Annual Sanitary Inspection. He seems to get along very well with everyone, and I think he will get along likewise in gunnery division should you assign him to it.

Lastly, as a matter of interest, he has not asked me to write this letter, but I have done it on my own because I feel that he is entitled to my intervention.

I was a little startled to learn that the SAN FRANCISCO was on the East Coast. I had seen her building at Mare Island, and I had an idea that we "slopers" would be able to maintain our name sake in Western Ocean. However, I understand that you will be back here soon again, and I will then have a chance to renew my old friendship with you and Eleanor.

Take care of yourself, and with best wishes for a most successful cruise, which I feel confident you will have. I am

With best regards,

As ever,

Yours Sincerely,

Commander S.R. Shoemaker, U.S.N.
U.S.S. SAN FRANCISCO, SPN New York, N.Y.

0085

San Francisco, California,
10 July, 1939.

Dear Vic:

It has come to my attention that certain Western Firms are bidding for the chance to construct four or five merchant cargo vessels - I think you refer to them as C-1. I know nothing about these firms, and do not venture to offer any comment between them. However, I have found out that among those bidding is the Western Pipe. The Engineering work for this firm, should the contract be awarded, will be done by a firm known as the United Engineering Works. Their principal head man is Mr. R.E. Christy. Mr Christy is the son of the Mr. Christy, who formerly owned what is now the Alameda Branch of the Bethlehem Steel Corporation, where they have built cargo ships in the past.

At the time Mr. Christy senior - now deceased-owned the above Alameda Branch, it was called the United Engineering Works, and he sold it to the Bethlehem Corporation. He came with it as manager, and so remained until his death. His son is following in the old mans footsteps. He is a graduate of Engineering at the University of California, (Berkeley). He served in the Navy during the war as instructor at Annapolis, Maryland. He also served as engineer of one of the 1200 ton destroyers the MACKENZIE, which he assisted to build, and on which he served until his resignation from the Naval Service in 1920. He is now connected with the new United Engineering Works which has been performing maritime repair work, for possibly the past fifteen years.

All that I am writing to you about is this - to say that in my opinion the United Engineering Works are capable of installing the engineering plant in the cargo vessels referred to, should they be awarded the contract.

This letter of mine is written by me on my own, but I hesitated to write to you on this subject until I had talked to Tully Shelly, who has just been here and is now on his way to China. Tully seemed to agree with me that so long as I was in no way making any move to influence your decision, as to the awards, but was merely trying to indicate my opinion that this firm, which has done considerable Marine Repair work, was fully competent to install - it was alright to write it. If you should not concur with this I suggest that you throw it in the ash can.

0086

It was nice to see you and your mates here a couple of months ago at the Bohemian Club, of which I happen to be a member, and I hope that, should your business carry you to San Diego, California, you will not fail to let me know, so that some of your pals may get together to do tribute to "quite a guy".

With best regards,

I am as ever,

Commander H.L. Vickery,
Maritime Commission,
Washington, D.C.

0087

San Francisco, California,
12 July, 1939.

Dear Covington:

A few days ago I talked to you relative to the need of a storekeeper on board the CLARK. We have at the present time one storekeeper first class, Norman R. Bowman, who is due for detachment via transfer to Bremerton, Washington, for discharge almost immediately, which leaves us without any storekeeper of any kind.

A seaman first was trained as his relief, and was able, but he became suddenly ill with lary fever, and as a result, he is now in the hospital, with his return date undetermined, but not in the immediate future.

Bowman came to this ship as a short-timer from a tour of duty on the Asiatic Station via the Receiving Station, San Francisco, California, and has done good work. He has twelve years service in the Navy, and is desirous of obtaining shore duty, otherwise he would ship over on the CLARK.

I cannot impress too strongly the need for a new storekeeper, and I request that you send one over this way shortly by "return mail".

I am,

yours sincerely,

Lieutenant Commander H.S. Covington, U.S.N.
U.S.S. DETROIT,
San Francisco, California.

0088

San Francisco, California,
14 July, 1939.

Dear Waters:

Several days ago in accordance with your statement, you said that if I could get any storekeeper out of Destroyers, Battle Force, to ahead and get one. I talked with Covington relative to a storekeeper first class, but todote I have received no word from him, nor have I received any despatch relative to a storekeeper for the CLARK.

We rate on the 1850 ton destroyers, one storekeeper first class, and one storekeeper third class, but we have never had better than one storekeeper of any rate. The present storekeeper came to us as a short-timer, and is planning to ship over for shore duty, as he has over twelve years service at sea.

We had trained a seaman to assist the storekeeper and to fill in temporarily, should the storekeeper be missing for any reason or other. However, our seaman went to the Hospital with "lady fever", and the Hospital has notified us that he will not be on board for some weeks at the best. The storekeeper is to be detached tomorrow, and that leaves me with no storekeeper or striker competent to perform temporarily the duties of storekeeper - which creates a situation which should be promptly rectified.

Will you please get hold of Covington, and get us a storekeeper today, so that the necessary custody papers may be transferred from one to the other.

Outside of this "how to hell are you".

With best regards,

Lieutenant Commander J.A.Waters, Jr., U.S.N.
U.S.S. RALEIGH

0089

U.S.S. CLARK (361)

San Diego, California,
20 July, 1939.

"Dear Commodore":

It has been sometime since you left our good ship and Squadron, but all of us think of you quite frequently, and if I may say so, always in a most friendly way. Now that you have gone, I may say that all of us in the Squadron felt very fortunate in having you as our Commodore, and I feel confident that you felt happy in serving with us; at least we hope so.

We left the Navy Yard on schedule, and went down to San Francisco, where we anchored for a few days. We were scheduled to go alongside a dock, but we desired to run an additional full power trial run prior to making the dock, because we had the new true pitch propellers installed, and we desired to find out how the ship operated with them - with reference particularly to vibration.

You will be interested to know that the excess vibration which we have encountered heretofore has almost disappeared - much to the gratification of our coincidence rangefinder operators.

Our stay in San Francisco was uneventful. We were alongside Pier No. 37, with the MCDOUGAL outboard of us, and the PHELPS outboard of the MCDOUGAL. Needless to say the CLARK although just out of the Navy Yard, was unquestionably the cleanest, and best looking of any of the others, and the Captain's of both ships said "how come".

We left San Francisco, and went to sea with the fleet and participated in the fleet tactical exercises. Captain Dresel was quite well satisfied with our performance and commended the Squadron. He is certainly a very fine man, and I must say that the CLARK is once again quite fortunate in her "Commodore".

The weather on the trip south was pretty bad - not that it was too rough, but it was foggy with about four miles visibility.

0090

We have now returned to San Diego and are at the old Buoy No. 95, which was so well known by you. The weather here as usual is quite fine, and I know that the eleven days that we are due to spend here at Buoy Upkeep, will result in obtaining that very high standing in cleanliness, and upkeep, which we always want, and which I thought we had obtained under your broad command pennant.

I am interested in knowing whether you are actually going to Panama. I saw Captain Roberts this morning on board the SOMERS and he asked me whether you were really going to Panama. I answered that I heard you were - but that you might not. Captain Roberts was interested in knowing how you got away at Mare Island, and I told him that you got away very well indeed. He said "Captain Hickey is a very fine man, and a very square shooter", and he went on to say that very few square shooters were left these days. From the way he talked I felt that he is very friendly towards you.

We are now settling down to the San Diego routine, and are training for our Short Range Practice, and for Torpedo Practice "Afirm", both of which will be fired within the next three weeks. In addition during the same time we fire one Machine Gun Practice, and have an R.D. Test.

Our Squadron is the Guinea Pig once again. I sincerely hope that we will lead the way to the other squadrons just as we did under you.

I hope that you will remember me very kindly to Mrs. Hickey, who was so nice to all of us, and to Mrs. Crawford if she is yet with you.

With best regards, and best wishes for a most pleasant cruise,

I am as ever,

Yours Sincerely,

U.S.S. CLARK (361)

San Diego, California,
20 July, 1959.

"Dear Chief":

Just a note to say that I have been over to see the staff of Commander Destroyers, Battle Force, relative to our "E" for last years performance in Engineering. Commander Mills told me a few days ago - that our performance throughout the year had been splendid, and that it was his plan to recommend us for a red "E", if we did not obtain the white "one". I showed him the inclosed sheet which indicates that the WINSLOW with a clean bottom just out of dock, steaming by herself, to Panama, burned 26 and 27 gallons per mile, and then 4 months later, after leaving Texas, and steaming with a foul bottom, had burned 24 and 25 gallons per mile. Likewise she made a score in May of 149 at anchor. I showed these figures to Commander Mills and asked his opinion on them, and his reply was Classic - "it looks like the WINSLOW had some oil stored away somewhere".

I do not care to enter into an acrimonious discussion with Operations on this subject, but I do think that you should, without delay go over to the Engineering Desk, and find out about the "E's".

It is quite evident to me that if we do not get the white "one" it is a damn shame, because the WINSLOW steamed 6 months more or less by herself. I don't want you to show this letter to anybody, but the gist of it is that we should get the white "E", but will be satisfied with the red "one". Lets get something out of it.

We are steaming quite well now. In coming down the coast at 12 knots we made 104-1/2 during the mid-watch, so I feel that you got the Engineering Department in quite good shape prior to your detachment.

Best regards to you, and yours,

I am as ever,

Lieutenant A.G. Mumma, U.S.N.
Bureau of Engineering,
Navy Department,
Washington, D.C.

0092

San Diego, California,
25 July, 1939.

Dear Rider:

Please excuse the briefness of this note, but I want to ask you a simple question right away, first - an investigation of our Ship's Service was conducted by the SHAW today, and the Ship's Service was found in excellent condition with one exception. This is the exception: - "The certification by the Ship's Service Officer on each dealer's bill or delivery invoice that he has inspected as to quality and quantity" was found missing.

I can excuse Lieutenant (jg) F.M. Smith, U.S. Navy, because he has only had the Ship's Service three weeks, but I don't seem to be able to find where you certified any bills during your regime; all that I can find on the bills are entries by BLANC or by ABBOTT, which say "received and entered with his name or initial".

I feel confident that you must have certified somewhere, and I desire that you inform me instantly where these certifications are, so that if this matter is carried further I can indicate our compliance.

The second thing ~~is~~ that I hope to hear from you, is that you got the turret you wanted.

We passed through fleet exercises very successfully, and have received several well dones.

My best to any one whom I know, and particularly to Commander Shattuck.

Please reply immediately.

Sincerely,

Lieutenant (jg) E.C. Rider, U.S.N.
U.S.S. SAN FRANCISCO,
Postmaster, New York, N.Y.

0093

San Diego, California,
25 July, 1939.

Dear Rider:

Please excuse the briefness of this note, but I want to ask you a simple question of you right away, first - an investigation of our Ship's Service was conducted by the SEAW today, and the Ship's Service was found in excellent condition with one exception. This is the exception, the certification by the Ship's Service Officer of each dealer's bill, and delivery invoice that he has inspected as to quality and quantity was found missing.

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I feel confident that you must have certified somewhere, and I desire that you inform me instantly where these certifications are, so that if this matter is carried further I can indicate our compliance.

The second thing is that I hope to hear from you, is that you got the turret you wanted.

We passed through fleet exercises very successfully, and have received several well done's.

My best to any one who I know, and particularly to Commander ~~Shenaker~~. **SHENAKER**

Please reply immediately.

Sincerely,

Lieutenant (jg) E.C. Rider, U.S.N.
U.S.S. SAN FRANCISCO,
Postmaster, New York, N.Y.

0094

San Diego, California,
19 August, 1939.

Dear Mack:

This is merely a very short note to ask you to look into something for me. The Chief Boatswains mate, CALVIN, about six months ago, submitted a request for shore duty, but, whether he said so or not in his request, he particularly desires duty in the New York Area, or in the Washington Area. Would you mind wandering up stairs to the section which handles this, and see what you can find out about his chances to get either of these stations within the present fiscal year. Should you find that his chance is small for the present fiscal year, then where in the United States would there be a vacancy that he might get, probably in the spring.

We fired our balloon anti-craft practice, and so did three other 1850's. We stand one among them - which is not bad, and we have just completed our full power trial run successfully. The propellers seem to have done away with most vibration.

Next week we fire shortrange and I look for better results than we obtained last year. The MOFFETT, BALCH, and SELFRIDGE have already fired and I believe that our last years performance was better than their performance this year. Wish us good luck, will you?

The week after next we fire B.T.P. "A" against one of the carriers.

Best regards to you and Charlotte, and of course to my old friend Rip Struble. I hope you like your new job, and that it likes you.

As far as destroyers are concerned, they are about the same, except that our operating personnel is now below 170.

As ever

Lieut. Comdr. A. R. McCracken, U.S.N.
Office of Chief of Naval Operations,
Navy Department,
Washington, D.C.

0095

San Diego, California,
8 September, 1939.

Dear Waters:

When I was aboard the RALEIGH this afternoon, I forgot to speak to you about the question of yeomen. The CLARK rates one chief, one first class, and one third class yeoman, but actually has only one chief yeoman on board. Today by order of Commander Destroyer Flotilla ONE, MCCULLOUGH, yeoman first class, who has been serving as yeoman second class in the office of Commander Destroyer Squadron THREE was transferred to the RALEIGH staff for duty. I know that MCCULLOUGH, with all respect to you, was not anxious to leave the CLARK, and it seems to me that it would be a nice thing if you could transfer him back to the CLARK for duty with the ship.

I do not know what the yeoman situation is, but it is hard for me to believe that any of the 1850's have less than two yeoman.

We appreciate over here, as I told you today, the fact that you are doing everything possible for us.

If you cannot send MCCULLOUGH, please send us a third class yeoman anyway.

With best regards,

I am as ever,

Lieutenant Commander J.A. Water, Jr., U.S.N.
U.S.S. RALEIGH

0096

San Diego, California,
11 September, 1939.

Dear Mac:

Knowing that you have an interest in the performance of the CLARK, I am supplying that information which I feel you will be glad to know about. We have just completed:

- (a) Full Power Trial.
- (b) Short Range Practice.
- (c) Torpedo Practice "A".

With reference to item (a) you will be pleased to note that our run was run entirely without penalties. For the month of July we stand "two" in engineering among the 1850's, with the WINSLOW standing "one". The WINSLOW as usual was not with the fleet, but was on a separate trip to Seattle and return, while the CLARK was in Fleet Tactics.

As you perhaps know the CLARK received absolutely nothing for last years performance - we received no recognition, although we improved our score about twelve points over the preceeding year, and even though we were standing "one" when we went to the Navy Yard.

Some day if you get a chance you might present the picture to Admiral Stark and Admiral Leary, and suggest, that in the future, for the sake of the morale of the destroyers, such a condition no longer obtain. All of the destroyer Captains know that we were to all intents and purposes robbed last year. What has happened to the CLARK has hurt engineering rather than improved it. Naturally we will not lay down now, but will do our best to even improve on last years performance. However, the boys morale was somewhat lowered when they discovered that they had not only lost the trophy through no fault of their own, but they had received no recognition of any kind from anyone. Captain King, Chief of Staff to Admiral Pye, Commander Destroyers, Battle Force, told me that we should at least receive recognition from the destroyers, but even that seems to have died.

With regard to item (b) we recently fired an excellent practice, we made 87% of hits, which is probably the highest ever made in the destroyers, and I think we will stand "two" for the year in Short Range Practice. The WARRINGTON did better than we did, but we had one shell jam in turret #1 on the first firing run. I feel that we should have excelled the WARRINGTON if it had not been for this. Most of the 1850's have done quite badly, because of the new rules which call

0097

For the firing of turrets #1 and #2 together, and then turrets #3 and #4 together, which means considerable smoke and vibration with ensuing loss of time.

In regard to item (c) Torpedo Practice "A" so far as I can see the CLARK did very well - our torpedoes ran satisfactorily, and, although we lost torpedoes in the Squadron, none of them belonged to this ship. Our Squadron fired against the carriers, YORKTOWN and ENTERPRISE and they made a most difficult target. The performance of most of the ships was poor, but the CLARK did exceptionally well. I won the right to control the practice, and as usual the gunnery officer was my assistant.

I suppose that you are filled completely with war news from abroad which has some truth in it. Our information is very poor, and I think very little of the broadcasts by the various radio chains. Why would it not be a good idea for the Office of Chief of Naval Operations to send out a "Weekly Bulletin" to the Forces Afloat, which might be carried in a restricted status, which would supply the best information available at the time on the European set up. As a matter of interest I explain the world situation at intervals to the ship's company at quarters and I have invariably found intense desire among all hands to obtain the true picture as to what it is all about. Such a "Weekly Bulletin" would be in my opinion of great value to our personnel as well as to the Commanding Officers.

Best regards to Charlotte and your charming family.

Schumann

Best regards to Pinky ~~Schuman~~ and to Rip Struble.

If you have any information that you can pass along without violating the principles of your office, how about doing so?

As ever,

Yours sincerely,

Lieut. Comdr. A.R. McCracken, U.S.N.
Office of Chief of Naval Operations,
Navy Department,
Washington, D.C.

0098

San Diego, California,
15 September, 1939.

MEMORANDUM FOR THE EXECUTIVE OFFICER:

Please call the attention of all watch officers to the fact that they are personally responsible to the Captain for proper watch standing, and also of their subordinates.

I have recently noted a tendency on the part of the officers of the Deck to overlook the uniforms not only of the petty officers on watch with them, but also those of the boat crews. Needless to say when mentioning uniforms I include the pistol belt.

Likewise I have noted a tendency on the part of the Officer of the Deck to overlook the uniform of personnel around the ship. I noted one man in particular yesterday who was without undershirt or jumper. The fact that he came from the REID is unimportant.

There is a uniform of the day prescribed by the Senior Officer Present Afloat every morning, and no other uniform, except the wearing of dungarees which are authorized, will be permitted.

Please see that these matters are attended to.

R.W.BATES,
Commander, U.S. Navy,
Commanding, U.S.S. Clark (361).

0099

San Diego, California,
15 September, 1939.

MEMORANDUM FOR THE EXECUTIVE OFFICER:

What action has been taken with CUMMINGS
in regard to checking our material inspection paper
work? It is important that ~~nothing~~ has been missed.

R.W. BATES,
Commander, U.S. Navy,
Commanding, U.S.S. Clark (361).

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San Diego, California,
15 September, 1939.

MEMORANDUM FOR THE EXECUTIVE OFFICER:

The reports of the two (2) inspection boards attached hereto are approved.

These reports seem to be quite comprehensive, and the boards seemed to have done their job quite thoroughly. I estimate that not more than thirty (30) days will be available for rectifying these defects, and I therefore direct that measures be taken to insure that all defects are remedied by 15 October, 1939, unless modifying instructions are issued later. I desire that those defects that can be completed while alongside the tender within the next few days be tackled first. Do not take any action on the linoleum in the officers quarters, for the present.

Please keep me informed as to progress on these items.

R.W.BATES,
Commander, U.S.Navy,
Commanding, U.S.S.Clark (361).

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San Diego, California,
15 September, 1939.

Memorandum for Commander G.W. Dugger, Jr., U.S.N.

Dear Greens:

My officers were quite delighted at your friendly and courteous invitation, and the some total of nine (9) officers and their wives will accept.

Those attending will be:

Commander R.W. Bates,	U.S.N. Commanding Officer.
Lieutenant and Mrs. P.D. Gallery,	U.S.N. Gunnery Officer.
Lieutenant and Mrs. H.T. MacKay,	U.S.N. Engineer Officer.
Lieutenant (jg) and Mrs. A.R. Manning,	USN. First Lieutenant.
Ensign R.M. Kercheval,	U.S.N. Stores Officer.
Ensign J.M. Palmer,	U.S.N. Asst. Gun. Off.

Unfortunately my Executive Lieutenant Commander W.H. Duvall, and wife will not be able to attend because she has a broken arm. Lieutenant (jg) F.M. Smith, will not be able to attend as he has the duty.

I am accepting for Ensign J.M. Palmer, because he is away at the Machine Gun School on the UTAH, but he should return this week.

In my case I am very happy to attend but as I am dining with Admiral Holmes at the Hotel Coronado at 7 oclock it will be necessary for me to depart earlier than I had anticipated or wished.

Please convey the appreciations of the officers of the CLARK to Mrs. Dugger.

0102

San Diego, California,
3 October, 1939.

MEMORANDUM FOR: Commanding Officer, U.S.S. LAMSON:

The CLARK is transferring under the direction of Commander Destroyer Flotilla One, H.E. Kerr, chief electricians mate (acting appointment) to the LAMSON. I am writing this note to tell you that I am not satisfied with his performance.

KERR was recommended examined, and passed the examination for chief electricians mate on board one of the tenders, and came to the CLARK as electricians mate first class on the waiting list for chief petty officer. I noted a tendency on his part to be lacking in tidiness as regards his own personal self, and I noted in addition that this quality had carried itself into his electrical work.

When his papers arrived for advancement in rating, I deliberated for a solid week before I promoted him to chief electricians mate. I was reluctant to advance him for, in my mind, only men of the highest qualities should be permitted to wear the uniform of a chief petty officer. However, after discussing the matter with my engineer officer, I decided to advance him. I called him in and warned him that his work to date, from what I had seen of it was not what I demanded, or expected, and that I would watch him carefully over his year of probation, and should he not measure up to the qualifications of a chief petty officer, I would unhesitatingly remove him from the list. Since that time KERR has shown considerable improvement in the "IC" room where he has been in charge. The "IC" room is in better condition now than it has been at anytime since I have been on board this ship, so it is just possible that the man has some latent qualities.

I am not writing this letter to upset you, but I think you should be advised as to your new chief electricians mate, with the hope that, under your guidance, he may become worthy of the uniform he now wears.

Best regards on your Hawaiian venture.

R.W. Bates,
Commander, U.S. Navy,
Commanding, U.S.S. Clark (361).

0103

San Diego, California,
5 October, 1939.

Dear Admiral:

It has been quite a long time since I have written to you, but I want you and Nina to know, whether you hear from me or not, that you are always in my mind and thoughts. I have planned to write you for sometime, but did not care to write unless I could write a long letter with all the dope and now my opportunity has come to do so.

In the first place I must be a "Hoodoo" because my boss in Washington, Charlie Ross was down with high blood pressure for quite a while. Now my present boss Captain Alger H. Dresel is in the hospital with the same thing. I hear that Charlie Ross is going to be manager at one of the larger building yards, and if this is so it means that Charlie has not only done well at Charleston, but that, in addition, he is physically much improved. For this, naturally, I am very delighted.

In the case of Captain Dresel I do not feel that his blood pressure is as bad as the fact that he is in the hospital would indicate. Last year he went to the hospital at Newport, after his annual physical examination because of high blood pressure, and this time, after his annual physical examination he has had to go again for the same thing. His blood pressure seems to vary from about 136 to 196 - for no apparent reason, - but the doctor yesterday was hopeful of his situation.

Captain A.S. Hickey our former Squadron Commander was detached from the CLARK and Destroyer Squadron Three in early June, and was relieved at that time by Captain Dresel. Upon being detached Captain Hickey told the crew of the CLARK, at quarters, that the CLARK was the finest ship in Destroyer Squadron Three, and, in his mind, the finest ship in the entire Destroyer Force. This was news to me, for although I had personally felt that it was so, Captain Hickey said very little about it. He then gave me my fitness report which was outstanding. Captain Hickey is now at Panama where he has taken over the duties of Chief of Staff. His job is satisfactory enough, but he thinks that his quarters are terrible. He is a very difficult man to please as regards quarters, which was indicated while he was here as Squadron Commander of Destroyer Squadron Three, for he shifted his address at least five times in one year. There is no doubt in my mind that if he could

do so he would move his quarters in Panama, but, unfortunately, he must occupy the Chief of Staff's quarters. He wrote us a long description of his house, and of its faults, which to me was really most amusing.

Since Captain Dresel arrived we have been through two "Fleet tactics", and have fired Short Range Practice, Torpedo Practice "A", and one of the Machine Gun Practices. I understand that the CLARK's performance in Short Range Practice, places her number "Two" out of eleven 1850 ton destroyers. And at E.T.P. "A" we fired against the ENTERPRISE and did exceptionally well.

Last year the CLARK started out near the bottom in engineering. By the time we had entered the Navy Yard in late March we were standing "One" for the year. However, we had to post our scores for everyone to shoot at. The WINSLOW managed to pass us in the month of June - so that the engineering trophy went to her - the final standing being WINSLOW "One", CLARK, "Two". I tried to get some recognition for our performance from Fleet Training, and also from Commander Destroyer Flotilla One, because had we remained in the competition we most certainly would have won it. It would have been impossible to lose it. As it was the WINSLOW had to make in June the finest performance in her history to pass us. In addition the WINSLOW was excused from Fleet Tactics throughout most of the competition year, for one reason or another and thus she steamed by herself a great portion of the year. For instance she was not in the Fleet tactics from San Diego to Gonaives, Haiti - she was not with the "Fleet Tactics" coming home, except for the last three days. For this reason, and for the reason that the CLARK was in everything, excepting the homecoming fleet tactics, including plane guard duty during the Fleet Problem, the Squadron Commander felt that she was entitled to recognition. The whole destroyer force, and many of the 1850 ton destroyer captains remarked to me, that the CLARK was entitled to the trophy, and the awarding of it to the WINSLOW merely made a mockery of the engineering competition. However, we have received no recognition at all.

Beginning this fiscal year we had a week of tactics at all speeds coming from San Francisco to San Diego. The WINSLOW once again was not in these tactics and instead was sent to Seattle, and thence home to San Diego, by herself, with the result that the July standing was WINSLOW "One", CLARK, "Two".

The CLARK was equipped originally, with variable pitch propellers such as are on most ships of the Navy, but while at the Navy Yard this time these propellers were removed and were replaced with straight pitch propellers. In addition the ships

0105

bottom was painted with a special kind of paint put on hot so I can not tolerate guess how she will perform in engineering for the rest of the year, although she seems to be holding her head up pretty well.

When we started the Fleet Tactics last week we anchored on Saturday afternoon at San Pedro. A dispatch notified us that a "blow" was coming up, so I recalled all my officers from shore leave and those men from liberty that I could reach. The storm started about noon Sunday, and it was really quite a "blow". Los Angeles Harbor under its present arrangement is inadequate to properly handle the ships of the fleet, with the result that the destroyers were anchored entirely too close together. I was surrounded by destroyers at about 250 yards, and at about 1230 Sunday I noted that ships were starting to drag. I had one anchor out at 45 fathoms in 25 feet of water, and dropped another anchor under my forefoot while I warmed up the engines. I then got underway - about this time a 35 mile wind was blowing, the sea was quite rough, and the ships were rolling heavily. As I started toward the harbor entrance I noted that the sea was piling up in the entrance making very high waves which were breaking into the harbor. I had planned to turn around at this point, but as these 1850's do not turn well in a high wind and heavy sea, I decided to go outside and turn around. I noted yachts scurrying home and watched them carefully to see that they reached the harbor in safety. The CLARK was the first vessel of the entire fleet to get underway. Immediately after I got underway the Commander in Chief, U.S. Fleet, sent out a dispatch for ships to get underway at discretion - change anchorage - or go to sea in order to avoid danger. After I had turned around outside I came back into the harbor, and anchored near the ARGONNE, which was moored well inside of the old break water. I anchored there and kept steam up, and used the engines as necessary to keep undue strain off my anchor chain. The wind reportedly reached 50 miles an hour. However, I do not believe it reached that strength in our anchorage. We noted red rockets from ships aground outside the break water, and we saw yachts with their sails carried away and we noted whaleboats drifting. The Coast Guard did good work that night. As a result of this storm a great many destroyers lost their anchor or suffered other damage such as bent anchor shanks or damaged anchor engines. The CLARK suffered no damage whatsoever, and in this we seem to have been almost alone. I attribute the difficulties enumerated above primarily to the inexperience of the Captains, and to the fact that too much reliance was placed upon the anchor chains, which in some cases carried away. One destroyer lost both anchors. I am afraid that the art of seamanship is becoming a lost art in our Navy. We are too much in calm waters. The Squadron Commander was highly complementary

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in the manner in which the CLARK was handled during the "blow" (Thanks).

The Fleet Tactics was about the same as usual and there is nothing that I could tell you about them that you do not already know by virtue of your experience.

Chick Glover was here yesterday and I had him as a guest for dinner last night at the Hotel Coronado. Chick is just about the same as ever, although I think he looks somewhat older. We had a lot of fun together and, naturally, you both came in to the conversation a great deal. Chick said that he had heard that you were back in Washington, so I am addressing this letter to your old address.

Admiral Andrews is in command of the Hawaiian Detachment, which left today for their new station. That means that Chick will be in Hawaii for at least six months, I guess. He seems to look forward to this trip and his new duty with satisfaction. My only regret is that the CLARK is not going out also. Rumor has it that Squadron Three was originally slated, but was removed by the Commander in Chief, U.S. Fleet, so I would not be at all surprised if it replaces the other Squadrons later or goes somewhere else, which God forbid.

Things out here are, otherwise, very quiet. The type of work we are doing is "as usual". Weather conditions are now swell, and everyone is more interested in the World Series ball game than they are in the European situation, as it exists at present. The information that we get from the war zone seems to be very poor indeed.

Have you read Captain Van Auken's notes on a half century of United States Naval Ordnance? He states therein that in ordnance F.H. Clark among others brought about remarkable changes in gun design, etc. I knew that you had been connected with the armor plant in Charlestown, West Virginia, but I did not know that you had been connected with gun design.

I hope that this letter finds you and Mine in excellent health, and I assure you that I look forward to the day when I shall have the privilege of dining with you again.

With the warmest personal regards, I am as ever,

Sincerely yours,

Rear Admiral Frank H. Clark, U.S.N.

Dresden Apartments, ~~xxx~~ Conn. Ave. at Kalorama Road, Washington, D.C.

0107

San Diego, California,
6 October, 1939.

Dear Pete:

In June the CLARK was docked at More Island, and the underwater hull was painted with your fancy sealing wax paint. At the time it was put on I invited your attention, as well as that of the master painter, to the fact that the bottom seemed rough - that the paint rubbed off like sand, and I was therefore worried about the coefficient of friction. I was informed that, after a short time, this sand effect would rub off and the bottom would be smooth and hard.

For your information yesterday the divers from the WHITNEY looked over the bottom, and they report that the paint is still rough and sand like as it was three months ago. The bottom is covered however, with a sort of slime, as are the propellers. The divers say that this slime is somewhat unusual, but I believe it to be something in the harbor water.

The divers stated that the propellers were free of barnacles, excepting around the hub, and these barnacles were removed by them.

The divers further report that on the bottom where the ship rested on its blocks in dry-dock barnacles are quite abundant. To use the divers words "The bottom is very heavily crusted in such areas with about 1/2" barnacles".

I am sending you this information for any use you may care to make of it, as it is interesting. I would appreciate your comment as to how much longer we shall have to put up with this rough bottom - although perhaps I should not kick as anything is better than barnacles.

One of the sea chests which was welded by the yard commenced leaking the other day at the new weld. The leak has been repaired by the tender.

Best regards to everyone.

Lieut. Comdr. A.S. Pitre, (CC) U.S.N.
Production Division,
Navy Yard, More Island, California.

0108

San Diego, California,
9 October 1939

Dear Miss Bartlett:-

I received today a copy of Engineering Shop Notes No. 8, which your office prepared, and I must say it is considerably different from the ones we put out and probably better. Of course, with construction underway in the many yards, considerable information should be available for publication to the service through Shop Notes, and it looks to me as though you had taken full advantage of that fact.

Referring to the Bulletins of Engineering Information which have been issued during the past year, I cannot say that I have been impressed. My feeling is that a lot of information is available around the bureau, which is going adrift and which should be collected and published. That, however, is only my opinion, and others may not agree with me.

I had expected that you were coming out here this year. This is based on the fact that you said you were coming. However, if you did come, none of your old friends were so advised. The fact that you did not notify us probably indicates that you did not come, which in turn means that you probably have not as yet recovered from your illness. If this letter be true, take it easy until you have your strength back again.

Things are going on pretty well out here - the CLARK being, as usual, well in the van. Last year we should have won the engineering trophy, but we had to go to the Navy Yard for the last three months of the year, and the WINSLOW knowing what our final score was, passed us the last month and won the engineering trophy. We, although second, received nothing.

Best regards to everyone.

Sincerely,

Miss Eloise Bartlett,
Bureau of Engineering,
Navy Department,
Washington, D.C.

0109

San Diego, California,
10 October 1939

Dear Craig:

I am in receipt of your letter of 28 September, 1939, relative to the approaching detachment of Lieutenant (Junior Grade) Frank M. Smith, and to the non-designation of a relief for him. In reply to your letter I want you to know that I understand the difficulties with which you are confronted at this time. I realize the shortage of officers, and I am ready to do my share towards the common end. However, there is one matter which I do not think is clear in your mind, it is this - The destroyers of the PORTER class - PORTER, SELFRIDGE, MCDOUGAL, WINSLOW, PHELPS, CLARK, MOFFETT, and BALCH are all equipped with two gun director stations; one forward, and one aft; whereas the SOMERS class - SOMERS, WARRINGTON, DAVIS, JOUETT and SAMPSON, have but one director station. The set-up authorized for any of the PORTER class 1850 ton destroyers are as follows for general quarters: The Captain on the bridge; Navigator at secondary conn; the Engineer Officer in the engineroom, or at damage control; First Lieutenant in director Two; Gunnery Officer in director One; Torpedo Officer in the torpedo directors, and the Communication Officer handling communications entirely. The eighth officer would have the deck. In the case of the SOMERS class there is no director two to man, so seven officers are reasonably adequate under the circumstances.

It should be evident from the above that the complement for the PORTER class destroyers should be eight officers, and I am still hoping that you will be able to find a good one for me somewhere. It need not be an ensign.

Outside of that, I hope this finds you enjoying yourself, and not too worn out with the difficult nature of your job. Do not let it get you down; if it gets too heavy, look out of the window for a while, until the strain is off.

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Give my best regards to everyone around the bureau, that I happen to know, such as Train and Lowry. Tell them that to date the good ship CLARK is doing very well indeed, and could probably out shoot the HALE - the latter crack for Captain Lowry, who is not only an excellent sailor, but a hell of fine fellow, in addition.

Please remember me to Mrs. Craig, for whom I have a deep regard, and, lastly, if you hear rumors that we are going to Hawaii, only could you not amplify that rumor further?

Sincerely yours,

Lieut. J.H. Craig, U.S.N.
Bureau of Navigation,
Navy Department,
Washington, D.C.

San Diego, California,
10 October 1939

Dear Admiral:-

I have wanted to write to you for some time, but I have held up doing so until I was definitely certain that you were not to be reappointed at this time as Chief of the Bureau of Engineering. Very frankly I wanted you reappointed, and I had hoped that, in the end, the President would set aside his prejudice towards reappointment of any of the Chiefs of the Bureaus, and would retain you in the seat where you belong.

In my mind the Bureau of Engineering under your direction did quite a remarkable engineering feat in advancing Marine Engineering to that high point of efficiency, and reliability, which now obtains throughout the Fleet. I thought that your moves toward the handling of aliens in this country, and, in particular, towards the safeguarding of naval secrets, were exactly along the proper lines, as desired by our people. Some day you will get due credit for opening the eyes of everyone to the menace of foreign powers within our industrial organizations. I feel that it is a little out of the way for a subordinate to talk as I am talking now, but I am saying here, what I have often, and freely said to the naval high command everywhere, ashore and afloat.

I consider myself fortunate in having had the privilege of serving under you, as well as with you, and I hope the Combined Bureaus will jointly carry on the ideas, and hopes, with which you lead the Bureau of Engineering. If the Combined Bureaus do this, we cannot fail to have security at home, and security on the sea. I realize from your orders that you are not entirely out of the Bureau of Engineering. I note that you are not only Director of the Research Laboratory but you are also technical advisor to the Assistant Secretary. There is more than one way of skinning a cat.

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With warmest personal regards to you and to Mrs. Bowen, and with the hope that I shall see you both soon again.

I am, as ever,

Yours sincerely,

Rear Admiral Harold G. Bowen, U.S.N.
Naval Research Laboratory,
Bellevue, Washington, D.C.

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San Diego, California,
14 October, 1939.

MEMORANDUM FOR CHIEF OF STAFF:

Last year when the CLARK won the Second Prize for outstanding performance in Long Range Day Battle Practice for the Gunnery Year 1937, a letter of commendation to the Captain was written by Commander Destroyers, Battle Force as herein enclosed.

As I am now writing fitness reports for the officers, I am interested in knowing whether it is the intention of Commander Destroyers, Battle Force, to write similar letters of commendation for the gunnery year 1938-39. I desire to include a copy of such letter in the records of those officers, whom I consider are entitled to it.

F.W.BATES,
Commander, U.S.Navy,
Commanding, U.S.S.CLARK (361).

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San Diego, California,
28 October, 1939.

MEMORANDUM FOR COMMANDING OFFICER, U.S.S. WARRINGTON:

In accordance with our verbal agreement of yesterday, you are informed concerning the CLARK's movements as follows:

- (a) On Wednesday morning we plan to stand into port arriving off the Ferry Lane somewhere about 0800 where we will lie off and receive your observing party.
- (b) Should you desire that your observing party be returned that night the CLARK will return to port after the Spotting Practice, and drop your personnel, where you desire.
- (c) Should you, however, desire to have your observing party remain on board CLARK to witness the night firing of Destroyer Division SIX we will be happy to have them on board, but in this case, the enlisted personnel should bring their own bedding.
- (d) Should we return your personnel Wednesday night we will probably return to sea immediately afterwards. We would then, in that case, return into port about 0800 Friday morning to receive your observers for the second time, and will return them that night after firing.

I sincerely hope that this meets with your approval.

Best to you,

0115

San Diego, California,
30 October, 1939.

Dear Storch:

I am in receipt of your letter of 27 October, 1939, and I am glad to say that your wishes have been approved, insofar as this command is concerned.

Immediately upon receipt of your request it was indorsed, and forwarded to Commander Destroyers, Battle Force for forwarding. I do not know what action they have taken, but it was my understanding from the Personnel Officer that it would be given clear sailing. A copy of my indorsement is herewith inclosed.

I am sorry to note that your little girl is no better, and I naturally wish you and her the best of luck when the east is removed.

I would suggest that you communicate with the Bureau of Navigation within a few days to discover what action they have taken on your request.

Yours very truly,

R.W.BATES,
Commander, U.S.Navy,
Commanding, U.S.S. CLARK (361).

Frederick C. Storch, CTM, U.S.N.
450 Snell Street,
Fall River, Mass.

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